In the Claims:

Claims 1 to 35 (Canceled).

36. (Currently amended) An aircraft wing ~~construction~~ arrangement comprising:

an aircraft lifting wing ~~that is~~ bounded by a leading edge, a trailing edge and a wingtip edge, ~~and that~~ wherein said wingtip edge is an outward end edge of said lifting wing, which outward end edge extends from said leading edge to said trailing edge, and wherein said lifting wing is elastically deformable in a bending direction and in a torsional direction about an elastic axis of said lifting wing extending in a span direction outwardly to said wingtip edge between said leading edge and said trailing edge;

a control surface that is pivotably connected to said lifting wing so as to be pivotable about a [[~~pivot~~]] rotation axis extending non-perpendicular to said elastic axis and non-parallel to said wingtip edge, wherein said control surface is located offset by a spacing distance in front of said elastic axis, [[~~and~~]] wherein a pivoting deflection of said control surface about said [[~~pivot~~]] rotation axis is adapted to exert an aerodynamic force that elastically deforms said lifting wing in said bending direction and said torsional direction about said elastic axis and thereby varies an induced drag of said lifting

wing during flight of said aircraft, and wherein said control surface is located inwardly from and does not extend outwardly beyond a line extending along said wingtip edge of said lifting wing in all pivoting deflection positions of said control surface about said rotation axis; and

a control and/or ~~regulating~~ regulation arrangement adapted to generate an actuating signal according to which said pivoting deflection of said control surface is actuated so as to vary said induced drag toward minimization of said induced drag.

37. (Currently amended) The aircraft wing ~~construction~~ arrangement according to claim 36, wherein said [[~~pivot~~]] rotation axis extends parallel to said elastic axis, and in front of said elastic axis.

38. (Currently amended) The aircraft wing ~~construction~~ arrangement according to claim 36, wherein said [[~~pivot~~]] rotation axis is entirely in front of said elastic axis.

39. (Currently amended) The aircraft wing ~~construction~~ arrangement according to claim 38, wherein said [[~~pivot~~]] rotation axis extends on a line that is non-intersecting with said elastic axis.

40. (Currently amended) The aircraft wing ~~construction~~ arrangement according to claim 36, wherein said [[~~pivot~~]] rotation axis is entirely in front of said leading edge.

41. (Currently amended) The aircraft wing ~~construction~~ arrangement according to claim 36, wherein said control surface is entirely in front of said leading edge.

Claims 42 and 43 (Canceled).

44. (Currently amended) The aircraft wing ~~construction~~ arrangement according to ~~claim 43,~~ claim 36, wherein said control surface extends entirely behind and does not extend in front of said leading edge.

45. (Currently amended) The aircraft wing ~~construction~~ arrangement according to claim 36, wherein said control and/or regulation arrangement is adapted to generate said actuating signal so as to achieve an elliptical distribution of lift over said lifting wing.

46. (Currently amended) The aircraft wing ~~construction~~ arrangement according to claim 36, wherein said control and/or regulation arrangement includes a measurement unit adapted to measure an actual elastic deformation of said lifting wing.

47. (Currently amended) The aircraft wing ~~construction~~ arrangement according to claim 36, wherein said control and/or regulation arrangement is a regulation arrangement including a measurement unit adapted to measure an actual elastic deformation of said lifting wing and to produce corresponding measured data, a storage unit that stores desired nominal values representing a desired nominal deformation of said lifting wing prescribed for given aircraft load and aircraft flight conditions, and a comparison unit adapted to compare said measured data with said desired nominal values and to output said actuating signal dependent thereon.

48. (Currently amended) The aircraft wing ~~construction~~ arrangement according to claim 36, wherein said control and/or regulation arrangement is a control arrangement comprising a storage unit that stores desired nominal values, an input connected and adapted to receive aircraft load data and aircraft flight condition data, and an output adapted to output said actuating signal dependent on said desired nominal values, said aircraft load data, and said aircraft flight condition data.

49. (Withdrawn - currently amended) A method of varying said induced drag of said lifting wing in said aircraft wing ~~construction~~ arrangement according to claim 36, said method comprising using said control surface and said control

and/or ~~regulating~~ regulation arrangement to carry out the steps:

a) storing desired nominal values;

b) performing measurements and/or calculations to acquire aircraft load data and aircraft flight condition data;

c) producing a control surface actuating signal in consideration of and dependent on said desired nominal values, said aircraft load data and said aircraft flight condition data; and

d) pivotally deflecting said control surface about said [[~~pivot~~]] rotation axis in accordance with said control surface actuating signal, so that said control surface exerts an aerodynamic force that elastically deforms said lifting wing so as to reduce said induced drag toward a minimum for a given aircraft load and a given aircraft flight condition.

50. (Withdrawn) The method according to claim 49, wherein said desired nominal values represent a desired nominal deformation of said lifting wing prescribed for said given aircraft load and said given aircraft flight condition, and further comprising measuring an actual elastic deformation of said lifting wing, and producing corresponding measured data further comprising comparing said measured data with said desired nominal values, wherein said producing of said control surface actuating signal is performed in consideration of and dependent on a comparison result of

said comparing, and further comprising repeating said steps of said measuring of said actual elastic deformation, said producing of said measured data, said comparing, said producing of said control surface actuating signal, and said deflecting of said control surface until said measured data match said desired nominal values.

51. (New) The aircraft wing arrangement according to claim 36, wherein said control surface is not pivotable about any axis parallel to said wingtip edge, and said control surface is not pivotable about any axis perpendicular to said elastic axis.

52. (New) An aircraft wing arrangement comprising:

an aircraft lifting wing that is bounded by a leading edge, a trailing edge and a wingtip edge, and that is elastically deformable in a bending direction and in a torsional direction about an elastic axis of said lifting wing extending in a span direction outwardly to said wingtip edge between said leading edge and said trailing edge;

a control surface that is pivotably connected to said lifting wing so as to be pivotable about a rotation axis extending non-perpendicular to said elastic axis and non-parallel to said wingtip edge, wherein said control surface is located offset by a spacing distance in front of said elastic axis, and wherein a pivoting deflection of

said control surface about said rotation axis is adapted to exert an aerodynamic force that elastically deforms said lifting wing in said bending direction and said torsional direction about said elastic axis and thereby varies an induced drag of said lifting wing during flight of said aircraft; and

a control and/or regulation arrangement adapted to generate an actuating signal according to which said pivoting deflection of said control surface is actuated so as to influence an actual elastic deformation of said lifting wing to vary said induced drag toward minimization of said induced drag, and wherein said control and/or regulation arrangement includes a measurement unit arranged and adapted to measure said actual elastic deformation of said lifting wing.

53. (New) The aircraft wing arrangement according to claim 52, wherein said control surface is not pivotable about any axis parallel to said wingtip edge, and said control surface is not pivotable about any axis perpendicular to said elastic axis.

54. (New) The aircraft wing arrangement according to claim 52, wherein said measurement unit comprises an optical measuring unit arranged and adapted to optically measure said actual elastic deformation of said lifting wing.

55. (New) The aircraft wing arrangement according to claim 52, wherein said measurement unit is further adapted to produce measured data corresponding to said actual elastic deformation of said lifting wing, and said control and/or regulation arrangement is a regulation arrangement that further comprises a storage unit that stores desired nominal values representing a desired nominal deformation of said lifting wing prescribed for given aircraft load and aircraft flight conditions, and a comparison unit adapted to compare said measured data with said desired nominal values and to output said actuating signal dependent thereon.

[RESPONSE CONTINUES ON NEXT PAGE]